

WHOLE NO. 9366.

NEW YORK, FRIDAY, MAY 2, 1862.

PRICE TWO CENTS.

## THE FALL OF NEW ORLEANS.

## Interesting Correspondence Between Flag Officer Farragut and Mayor Monroe.

## Formal Demand for the Surrender of the City.

## The Mayor Refuses to Lower the Rebel Flag and Hoist the Star Spangled Banner.

## Rebel Outrages on the Wives and Children of Loyal Citizens.

## Sketches of the Union Naval Commanders.

No. 1. No. 2. No. 3.

Washington, May 1, 1862.

The following correspondence, together with the announcement of the surrender of Fort Macon, North Carolina, taken from the Richmond Enquirer of yesterday, which city is reached by telegraph, was to-day received at the War Department. The correspondence is between the Mayor of New Orleans and Flag Officer Farragut.

FLAG OFFICER FARRAGUT, U. S. NAVY, FOR THE SURRENDER OF THE CITY.

TO HIS EXCELLENCY, THE MAYOR OF THE CITY OF NEW ORLEANS.

Sir—Upon my arrival before your city I had the honor to send to your Honor Captain Bailey, United States Navy, second in command of the expedition, to demand of you the surrender of New Orleans to the United States. He has been ordered to demand of you the surrender of New Orleans to the United States. He has been ordered to demand of you the surrender of New Orleans to the United States.

It must occur to your Honor that it is not within the province of a naval officer to assume the duties of a military commander. I came here to reduce New Orleans to obedience to the laws of the United States. The rights of persons and property shall be secured.

I therefore demand of you, as its representative, the unconditional surrender of the city, and that the emblem of the sovereignty of the United States be hoisted over the City Hall, Mint and Custom House, by meridian day, and all flags and other emblems of sovereignty other than that of the United States be removed from all the public buildings by that hour.

I particularly request that you shall exercise your authority to quell disturbances, restore order and call upon all the good people of New Orleans to retire at once to their abodes, and I particularly demand that no person shall be molested in person or property, or for sentiments of loyalty to their government. I shall severely and severely punish any person or persons who shall commit such outrages as were witnessed yesterday by armed men firing upon helpless women and children for giving expression to their pleasure at witnessing the old flag.

I am, very respectfully,

D. G. FARRAGUT,

Flag Officer Western Gulf Squadron.

THE REPLY OF THE MAYOR.

MAYOR'S OFFICE, CITY OF NEW ORLEANS.

CITY OF NEW ORLEANS, April 26, 1862.

FLAG OFFICER D. G. FARRAGUT, United States Flagship Hartford.

Sir—In pursuance of a resolution which we thought proper to take out of regard for the lives of the women and children, who still crowd the metropolis, General Levee has evacuated it with his troops, and restored back to me the administration of its government and the custody of its honor. I have, in council with the City Fathers, considered the demand you made of me yesterday of an unconditional surrender of the city, coupled with a requisition to hoist the flag of the United States on the public edifices, and have found that the flag that floats upon the breeze from the dome of the Hall. It becomes my duty to transmit to you an answer which is the universal sentiment of my constituents no less than the prompting of my own heart declares to me on this sad and solemn occasion. The city is without the means of defence, and is utterly destitute of the force and material that might enable it to resist an overpowering armament, displayed in sight of it.

I am no military man, and possess no authority beyond that of executing the municipal laws of the city of New Orleans. It would be presumptuous in me to attempt to lead an army to the field, if I had one at command; and I know still less how to organize an undisciplined militia, held in the mercy of your guns and your mortars. To surrender such a place were an idle and unmeaning ceremony. The city is yours by the power of brute force, not by my choice or the consent of its inhabitants. It is for you to determine what will be the fate that awaits us here. As to hoisting any flag out of our own adoption and allegiance, let me say to you that the man lives in our midst whose hand and heart would not be paralyzed at the mere thought of such an act; nor could I find in my entire constituency to do so; and wretched a renegade as would dare to profess with his hand the sacred emblem of our aspirations.

As you have manifested sentiments which would be commensurate with the honor of the city, that to which you have devoted your sword, I doubt that they spring from a noble though deluded nature, and I know how to appreciate the emotions which inspired them. You have a gallant people to administer during your occupancy of this city—a people sensitive to all that can in the least affect their dignity and self-respect. Pray, sir, do not fail to regard their susceptibilities. The obligations which I shall assume in their name shall be religiously complied with. You may trust their honor, though you might not count on their submission to unwarlike terms.

In conclusion, I beg you to understand that the people of New Orleans, while unable to resist your force, do not consent to be humiliated by the interference of such as have rendered their city desolate and contemptible by their cowardly desertion. If you are so mighty in the struggle in which you are engaged, or so much might remind them too forcibly that they are the conquered and you the conquerors. Peace and order may be preserved without resort to measures which I could not prevent. Your occupancy of the city does not transfer allegiance from the government of their choice to one which they have deliberately repudiated and they yield the obedience which the conqueror is entitled to exact from the conquered. Respectfully,

JOHN F. MONROE, Mayor.

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name of the Essex, Jr. This vessel finally became a cartel for Captain Porter, his officers and crew. United States. He was found to be a sailor and a good naval officer, and would have been promoted early but from his extreme youth. On one occasion, when it was found necessary to appoint an acting lieutenant to one of Commodore Porter's captures, David Farragut's name was mentioned, but his appointment was opposed on the ground that he was "but a mere boy." After ten years of an adventurous life, in the year 1820, we find him still a midshipman on board the Franklin, a seventy-four gun line-of-battle ship, and on the 1st of January, 1821, he is recorded as having been on duty in the city of New York. During this year he passed his examination in this city, and being twenty-one years of age was recommended for promotion. He was then ordered on the West India station; but it was not until the 15th of January, 1822, that he was commissioned a lieutenant, and in that capacity was still employed on the same station. He was next transferred to the Strawberry, a forty-four gun frigate, and was reported on that vessel on the 1st of January, 1823. On the same day of the following year he is recorded as having been, during the latter part of the previous year, ordered to the receiving ship at Norfolk, Virginia, which position he held until late in 1823. He was then ordered to the sloop Vandalia, an eighteen gun vessel-of-war, which joined the squadron on the coast of Brazil. On this station he remained about two years, when he again returned to Norfolk. He appears to have been retained on the receiving ship at the Norfolk Navy Yard during the remainder of 1830, through the years 1831 and 1832, and some portion of 1833, for his name is recorded as still being at Norfolk on the 1st of January in that year. However, as he is recorded as being on the Strawberry, which he held the position of executive officer at the commencement of 1834. This vessel was then stationed on the coast of Brazil. On his return to this country, about the end of that year, he was allowed a brief interval of rest, as he is recorded as being on leave at the commencement of 1835. During the years 1836 and 1837 he was entirely out of duty, awaiting orders. He was next ordered on the West India station, but did not remain there long, for the commencement of the year 1840 again finds him awaiting orders. He is next recorded on the 1st of January, 1841, in ordinary at Norfolk, Va. On the 8th of September, 1841, he was commissioned a commander in the navy, and ordered to the sloop-of-war Vandalia, a sixteen gun vessel. In her he again sailed to the coast of Brazil, and joined that squadron. He remained on the station for about twelve months, when he was again allowed absence on leave. He is thus recorded on the navy roll on the 1st of January, 1843. At this time his name stood No. 56 on the list of commanders. During that and the next year he was out of active service again and awaiting orders; but in consequence of deaths and dismissals he had risen up on the roll of lieutenants, his name standing No. 47 on the list on the 1st of January, 1845. He was next again ordered to the Navy Yard at Norfolk, where he remained until after the 1st of January, 1847. During that year he was ordered to join and take command of the sloop-of-war Vandalia, a sixteen gun vessel, stationed on the coast of Brazil. On the roll of the navy officers, made up by the War Department to the end of 1847, he is still recorded in command of the vessel, and his grade of lieutenant stands at No. 42 on the list of commanders. On his return home he was again ordered to the Norfolk Navy Yard, where he held command second to Commodore Shatt. This position he filled during the remainder of 1848, and during the years 1849 and 1850. January 1, 1851, however, finds him again awaiting orders. His name had, however, risen somewhat higher on the roll of navy commanders; for in 1849 it stood No. 40, in 1850 at No. 36, and January 1, 1851, at No. 30. During that year he was ordered on a dispatch service, being appointed Assistant Inspector of Ordnance, being second in command of the Commodore Schenck. This position he held until after the end of the year 1851. He is now considered a very efficient ordnance officer. Again we find his name rising on the list of commanders, January 1, 1852, it being No. 27; January 1, 1853, No. 25, and January 1, 1854, No. 23. Another field was at this time opened to the subject of our sketch by the establishment of a new navy yard at Mare's Island, near San Francisco, California. Commander Farragut, then standing No. 18 on the list, was ordered to the chief command of that post, and became Commander of the new yard. That he well filled the position there is every record to testify. On the 1st of January, 1855, he is still recorded as chief of that yard, and on September 16, of the same year, he was commissioned a captain of the United States Navy, his name standing No. 16 on the roll of navy captains of the American service. He held the same position for some years, when he was ordered in 1858 to the command of the steam sloop Brooklyn, a twenty-five gun vessel, forming a portion of the Home squadron under Flag Officer McDougal. He was, however, removed from that command during the month of May, 1860, after being on board of the vessel over twenty months; but the reason of his removal was one of somewhat a mysterious character, and caused a great deal of naval and newspaper controversy at the time. As it does not materially affect our sketch, we will not enter at large upon the subject, but merely state that the 1st of January, 1861, again finds him awaiting orders. His name at this time stood number thirty-seven on the roll of captains of the United States Navy. On the 1st of September he was still awaiting orders, but the rapid desertion of some of his seniors in rank, and the death of others, made him rise six steps on the ladder of promotion, his name then standing number thirty-one. When the present expedition was fitted out, Captain Farragut was appointed by the Navy Department as its Flag Officer, and, judging by the reports that have reached us, he has bravely filled the position, and added one more spring to the already heavy load which was borne by the navy of the United States.

Commodore Farragut is still an active and comparatively young-looking man. He has been twice married; the first time to the niece of George Lloyd, Buchanan's Navy Agent at Norfolk, and one who is reported as being a successful sea man in that vicinity. In this connection it may be of interest to place to that Commander Farragut, another brave and loyal "son of the sea," now serving in the West under Commodore Foote, married the daughter of this same George Lloyd.

As a resume of Commodore Farragut's service, we may merely state that he has been in the United States Navy over fifty-one years; that he has spent twenty-one years of that time at sea, nineteen years and over on shore and over duty, and has been for eleven years unemployed. Under his commission as captain, he has seen over two years and a half sea service, part of which in the capacity of Flag Officer.

**Sketch of Commander Porter.**

Commander David D. Porter, the chief officer of the meritorious new reported before New Orleans, is a native of Pennsylvania. He is the son of the well known Com. David Porter, of the Essex, the vessel in which the son of his first superior officer now holds an important command under the "childlike" midshipman of the Essex. He entered the navy from the State of Pennsylvania, on which day his warrant of midshipman is dated. On the 30th of July, 1835, he passed his examination, and was recommended for early promotion. During the years 1838 to 1841 he was appointed on the Coast Survey and exploring expeditions, and stood on the list of passed midshipmen at the following numbers:—January 1, 1839, No. 111; January 1, 1840, No. 84; January 1, 1840, No. 61, and January 1, 1841, at No. 48. On the 27th of February, 1841, he was commissioned a lieutenant, and ordered to the frigate Congress, a forty-four gun vessel-of-war. He then joined the Mediterranean squadron until his vessel was ordered on the Brazilian station. He still retained his position on the same craft, and was on her over four years, for his name is recorded as one of her lieutenants on the rolls of the Navy Department for the years commencing January 1, 1842, 1843, 1844 and 1845. He had not risen much during these years, for on the first mentioned date his name stood at No. 267 on the list of lieutenants; on the second at No. 258; on the third at No. 245, and on the last at No. 232. At the latter end of 1846 he was attached to the Observatory at Washington on special service, which position he still held at the commencement and during a portion of 1846. He then stood No. 223 on the list. On January 1, 1847, he was recorded as being in charge of the rendezvous at New Orleans, from which he was detached to again join the Coast Survey, on which service his name is recorded on January 1, 1848. During that year he was appointed to the command of the schooner Pelee, engaged

on this survey, retaining the command during the greater portion of the year 1849. At the beginning of 1850 he is recorded as being on leave of absence. His name then stood No. 184 on the list, he having risen forty-two steps in three years. He was next ordered to the command of the small steamer Georgia, which command he held during the latter part of 1850, the years 1851 and 1852, and a great portion of 1853. On the 1st of January, 1854, he is recorded as being absent on leave, and at the beginning of the next year awaiting orders. His name now stood at No. 138. During 1855 he was ordered to the command of the storeship Supply, and held this command during the next year until February, 1857. He was then ordered on shore duty, and on the 1st of January, 1860, was at the Navy Yard at Portsmouth as third in command. At the beginning of the year 1861 he was under orders to join the Coast Survey on the Pacific, but, fortunately, had not left when the rebellion broke out. His name at this time stood number six on the list of lieutenants. The resignation of several naval travelers left room for his advancement, and the "Naval Register" for August 31, 1861, places him number seventy-seven on the list of commanders, with twenty others between him and the next grade of rank below. He was then placed in command of the steam sloop-of-war Powhatan, a vessel of about twenty-five hundred tons, and armed with eleven guns. In her he took part in one section of the blockading squadron, and left that ship to take the special charge of this mortar expedition.

During the Mexican war, Commander Porter, then a lieutenant, took a very active part in the naval portion of that campaign. He was the executive officer and first lieutenant under the famous Commodore Tallin, who had charge of the mortar fleet in the waters of the Gulf. The operations before Vera Cruz are not likely to be forgotten.

As a resume of Commander Porter's services, we may merely state that he entered the service in 1829, and consequently has been in the United States Navy thirty-three years. Of these he has been at sea for over nineteen years, on shore and other duty about nine years, and the remaining five years he has been unemployed. As a lieutenant he has seen nearly ten years sea service, and as a commander about twelve months or a little over. He belongs to a family of naval patriots; for, besides the subject of the above sketch, there are in the Navy R. H. Porter, acting midshipman, appointed from New York, November 29, 1850; T. K. Porter, master, appointed from New York, May 20, 1852; Wm. C. B. Porter, lieutenant, appointed from the District of Columbia, March 25, 1849, and Wm. D. Porter, commander, appointed from Massachusetts, January 1, 1853. The last named commanded the Essex gunboat on the Tennessee river.

**Sketch of Captain Morris.**

Captain Henry W. Morris, the chief officer of the Pensacola, which is reported as having done such good service at New Orleans, is a native of New York, and entered the navy as a midshipman, appointed from this State, of which he is also a citizen, on the 21st of August, 1819. For some time after that date he was at the Navy Yard at Brooklyn, but during the latter part of 1820 he was ordered to the corvette Cyane, a vessel of war carrying twenty guns. From this he was transferred to the sloop-of-war Ontario, a vessel of eighteen guns. He was next ordered to the frigate Constitution, a well known vessel-of-war of forty four guns, then stationed in the Mediterranean. This brings us down to the year 1829. During the next two years he is recorded as being absent from the service on leave. On the 17th of May, 1829, he was commissioned a lieutenant, and joined the active service. He continued to do his duty in various positions until 1838, when, on the 1st of January of that year, we find him awaiting orders. On that day his name stood No. 134 on the list of lieutenants of the United States Navy. On the 1st of January, 1829, he is recorded as being absent on leave. His name then stood No. 129. During the latter part of that year and the whole of the years 1830, 1831, 1832, 1833, 1834 and a portion of 1835 he was engaged at the rendezvous, and on other duty in this city. He had rapidly risen upon the ladder of rank during these years; for on the 1st of January of each of the years last mentioned his name is recorded as standing at the following numbers:—1830, No. 114; 1831, No. 107; 1832, No. 47; 1833, No. 42; 1834, No. 37; 1835, No. 28. Thus, in six years, he had risen eighty-six steps up the ladder of promotion. During the latter portion of 1835 he was appointed to the command of the storeship Southampton, then belonging to the African squadron. He still held that command at the beginning of 1840; but during that year he was again ordered to the Navy Yard at New York. During the next five years he appears to have been unemployed, as he is recorded as awaiting orders during the whole of that time. In the meantime he had passed to the head of the list of lieutenants, and on the 12th of October, 1849, was promoted to be a commander of the United States Navy. On the 1st of January, 1851, his name stood on the list of commanders at No. 80, and on the same day of 1852 at No. 83. During that year he was again appointed to the rendezvous at New York, this time with the command of the post. This position he held until some time in 1853, when the command of the sloop Germantown, a twenty-two gun vessel-of-war, then belonging to the Brazilian squadron, was given to him. From this station he was again transferred to the Mediterranean squadron, of which he is recorded on the list of January, 1858, as being the first captain under Commodore Stringham. At this time his name stood No. 69 on the list of commanders. On the 1st of January, 1855, he was appointed to the special duty in New York, and he was appointed to the command of the Navy Department on the 1st of January, 1856. His name at this time stood three below that of the senior commander of the United States Navy. On the 25th of December of that year he was promoted to a captain in the navy, and retained on the special duty at New York before mentioned. After performing and completing this special duty, he is next recorded as awaiting orders, which appears to have been the case until his appointment to the command of the Pensacola. During the month of February, 1861, while awaiting orders, he attended as second principal officer at the Naval Court Martial of Commander Walker, held in the Lyceum of the Navy Yard at Brooklyn. While the Pensacola was building at the Washington Navy Yard, during the latter part of 1861, Captain Morris took particular pains in superintending her construction, and while doing so he was often brought in contact with President Lincoln, who also was much interested in the vessel. The Pensacola is a steam sloop-of-war, and carries twenty-four guns of heavy calibre. It will be remembered that when the vessel was completed the banks of the Potomac were lined with rebel batteries. This blockade the Pensacola safely and securely ran, the vessel being at the time under the command of Captain Morris and the pilots. This brilliant movement, which had been for some time previously a source of great anxiety to both Union men and rebels, was accomplished on the morning of the 12th of January, 1862. After being at anchor in Hampton Roads for some little time, the Pensacola was ordered to join the Gulf blockading squadron, and set sail for that purpose. That Captain Morris has bravely done his duty there is but little doubt, for all who know him can bear testimony to his bravery as an officer, as well as to the fact of his being a pleasant companion and a perfect gentleman. He can, when in the humor, amuse his hearers for hours with his tales of a sailor's life at home and at sea; and all who have sailed with him assert that in action there is none braver than he.

The following is a recapitulation of Captain Morris's services:—He entered the navy in 1819, and has therefore been in the United States service nearly forty-three years. Of these he has been over eighteen years at sea. He has been about twelve years on shore and other duty, and the remaining thirteen years has been unemployed. This is his first voyage as a captain, he not having been to sea since 1855.

**Sketch of Captain Bailey.**

Captain Theodore Bailey, United States Navy, who commanded the fleet of gunboats which passed up the Mississippi and participated in the attack on Forts Jackson and Philip and the shore batteries between the mouth of the river and the city of New Orleans, is a native of Plattsburg, in this State. His grandfather, Colonel John Bailey, of Flaklikt, Dutchess county, was a soldier of the Revolution, and a substantial man in his neighborhood, where he married the daughter of Theodore Van Wyck, a large landed proprietor, held several portions of trust, and was much esteemed. His father, Judge William Bailey (having married the daughter of Captain Platt, one of the patentees of Plattsburg),

went from this city early in life, and became one of the pioneer settlers on the shores of Lake Champlain, where he resided to the time of his death. During the war of 1812 Plattsburg became a prominent historical point, and Captain Platt's residence was taken on the invasion by the British as their headquarters. A story is told of this event illustrative of the fortunes of war and the character of the owner. Captain Platt refused to accompany the family to their flight from the British lines, and when the General took possession was found quietly sitting by the fire. One of the General's aids inquired of him: "Who are you, old man?" and was as promptly and profoundly answered, "I am Captain Platt, and be damned to you, young man!" The Captain remained, and was kindly treated by the new comers, being a sort of prisoner at large until they were ejected by General Macomb. Captain Bailey was born in 1805, and obtained his appointment as a midshipman through the influence of his uncle, General Theodore Bailey, United States Senator for New York. Although entering the navy too late to participate to the war of 1812, he had the opportunity of sailing under and acquiring his naval education from the men who had in that struggle given our navy a world-wide reputation. After years of service in the lower grades, Captain Bailey obtained his first command as lieutenant commanding of the Lexington, an old rigger, rated as a storeship, with which he found himself on the coast of California during the Mexican war, and, with the zeal which he has always displayed, made efficient use of her as a vessel-of-war in capturing San Blas, and acting as an armed cruiser on the coast. His next command was the sloop-of-war St. Marys, with which he returned to the Pacific and cruised for three years. His opportunity arrived at Panama during the celebrated riot, and the "Pigs" thought to use them, were eminently successful and satisfactory, alike to citizens and government. Hearing the news of the bombardment of Sumter while in the city on a visit, he took the next train to Washington to offer his services to the government. A few days afterwards he was assigned to the command of the Colorado, with which he hastened to Pensacola, where he became a terror to the rebels by his restless activity. Captain Bailey co-operated with General Brown in the operations there, planned and matured in all its details the expedition to the mainland, and the capture of the privateer Judith, making the first attempt in person in charge on a dark night, moving directly up to the Navy Yard dock, to which the privateer had drawn in for refuge, and making a very successful reconnaissance soon followed by the capture of the privateer by his boats under Lieut. Russell. From Pensacola he was ordered to the Southwest Pass, to co-operate in the expedition against New Orleans. When the expedition started, finding it impossible to get the Colorado, from her heavy draught, over the bar, although suffering from the effects of a recent painful surgical operation, he asked of Flag Officer Farragut permission to go up as a volunteer, transferring his guns, officers and men to vessels of lighter draught, and was at once kindly assigned the position of second in command, with immediate command of the steam gunboats. After making his arrangements and transferring the Colorado to First Lieutenant Davis, he joined the expedition then in the river. How he performed his duties there will need no special commendation; for the history of the expedition is written. Capt. Bailey belongs to a family which has given many officers to the army and navy, and his four sisters all married into the service. He is fully imbued with a love for his profession, and, like the larger portion of its members, displays his skill back proclivities in a fondness for rough service and active duty.

As a resume of the services of Captain Bailey, it appears that he entered the navy on New Year's Day of 1818, and has consequently served his country for over forty-four years. Of these over twenty years have been spent at sea about six years on shore and other duty, and for the remaining eighteen years he has been unemployed. From this it will be seen that he has been in the service since December, 1816, after which he was appointed a member of a special court of inquiry.

**NEWS FROM GEN. HALLECK'S ARMY.**

**Reconnaissance and Fight with the Enemy—Hasty Flight of the Rebels—Purdy Occupied by Our Troops—The Communication of the Rebels North of Corinth Cut Off.**

St. Louis, Mo., April 30—11 A. M.

Movements continue. The roads are hard and require great deal of work for heavy trains.

The reconnaissance to Purdy was successful. They destroyed two bridges on the Mobile and Ohio Railroad, captured one locomotive and a train of men.

THOMAS A. SCOTT, Assistant Secretary.

St. Louis, Mo., May 1, 1862.

The weather clear and pleasant, with a good prospect for an improvement in the roads. The river is falling.

General A. W. Sherman has arrived from Fort Royal and taken his brigade.

Camro, May 1, 1862.

The river has risen two inches in the last twenty-four hours.

The steamer Belle Croix has arrived from Pittsburg Landing. Her dates are to Wednesday noon.

A reconnaissance in force was made yesterday morning from the right wing, four miles the side of Purdy, on the Memphis and Ohio road. They met a force of rebel cavalry, who fled in great haste and could not be rallied. They were pursued to Purdy.

Our forces on taking possession of the town burnt two bridges and ran a locomotive into the river. Three companies were taken to the railroad covered by the forces then retired, having cut off all railroad communication with the country north of Corinth, which has been a great source of rebel supplies.

**NEWS FROM GEN. MITCHELL'S DIVISION.**

**Successful Expedition Against Bridgeport—Northern Alabama Cleared of Rebels.**

Huntsville, Ala., via Louisville, May 1, 1862.

To Hon. Edwin M. Stanton, Secretary of War.

Yesterday, the enemy having cut our wires and attacked, during the night, one of our brigades, I deemed it my duty to head in person the expedition against Bridgeport.

I started by a train of cars in the morning, followed by two additional regiments of infantry and two companies of cavalry. I found that our pickets had engaged the enemy's pickets four miles from Bridgeport, and after a sharp engagement, in which we lost one man killed, drove them across a stream, whose railway bridge I had burned.

With four regiments of infantry, two pieces of artillery, dragged by hand, and two companies of cavalry, at three P. M., we advanced to the burnt bridge and opened our fire upon the enemy's pickets on the other side, thus producing the impression that our advance would be by the railway.

This accomplished, the entire force was thrown across the country about a mile, and set on the road leading from Stevenson to Bridgeport. The middle column now advanced at a very rapid pace. Our scouts attacked those of the enemy, and forced them from the Bridgeport road. We thus succeeded in making a complete surprise, immediately forming our line of battle on the crest of a wooded hill within five hundred yards of the works constructed to defend the bridge. At our first fire the rebels broke and ran. They attempted to blow up the main bridge but failed. They then attempted to fire the bridge extremity, but the volunteers, at my call, rushed forward in the face of their fire and saved the bridge. From the island to the main shore we could not save it. It is of small moment, its length being but about 450 feet.

Prisoners taken report five regiments of infantry and 1,800 cavalry stationed at the bridge.

1. This campaign is ended, and I now occupy Huntsville in perfect security, while in all of Alabama north of the Tennessee river there is no flag but that of the Union.

O. M. MITCHELL, Brigadier General Commanding Third Division.

**GOVERNMENT CONCERNS.**—The last of these concerns takes place this evening at the Academy of Music. The great pianist will, as on the former occasion, be assisted by Miss Carolina Patti, Signora Tomba and Forri, and Messrs. Johnson and Sanderson. Tomorrow Mr. Gottschalk performs in New Haven.

Two days later from Europe.

**THE AMERICA AT HALIFAX.**

**The English Journals Anticipate the Capture of New Orleans.**

**The London Times Calls it a "Torniquet Tightened Over the Artery of Secession."**

**Opinion of the Aristocrats on Intervention.**

**Scientific Commissioners from Austria to Examine the Monitor, the Merrimack and the Coast Defences of the United States.**

**Reported Arrest of Twelve Hundred Seditious Workmen in France.**

HALIFAX, May 1, 1862.

The steamship America, from Liverpool at 10.30 A. M. of the 19th ult. and Queenstown 20th, arrived at Halifax at five P. M. to-day.

She has thirty-five passengers for Boston.

No specie reported.

The America on the 21st spoke the mail steamer China, from New York for Liverpool, at quarter past seven A. M. off Pointe de la